I. बिस्तर 20.12.91 से प्रति बिस्तर प्रभार 10.00 रुपये

II. खानपान और अल्पाहार सेवाएं

मद	1.1.92 से प्रभावी दरें
जनता खाना	3.00
सस्ता खाना (कैसरोल पैकेट में)	
(क) पूरी भाजी	6.00
(ख) वेजीटेबल पुलाव	6.00
(ग) दही भात अचार	6.00
(घ) साभंर भात/कुट्टु	6.00
मानक नाश्ता (कैसरोल पैकेट में)	
(क) निरामिष	8.00
सामिष	9.00
मानक निरामिष भोजन (थाली में)	10.00 (गाड़ियों में 11.00 रु०)
मानक सामिष भोजन (थाली में)	14.00 (गाड़ियों में 15.00 रु०)
मानक निरामिष भोजन (3 कैसरोल में)	12.00 (केवल गाड़ियों में)
मानक सामिष भोजन (3 कैसरोल में)	15.00 (केवल गाड़ियों में)
चाय, कप में (150 मि.ली.)	1.50
पाट में चाय (फ्लास्क) 285 मि.ली.	3.00
काफी कप में (150 मि.ली.)	2.00
काफी पाट में (फ्लास्क) 285 मि.ली.	3.50

Direct recruitment in Railways

2191. SHRI P. UPENDRA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Govt, have decided to freeze 25 per cent of the direct recruitment posts in the subordinate cadre;

(b) what is the impact of the decision on the overall employment position in the country; and

(c) whether the number of Railway Recruitment Boards is also proposed to be reduced in view of the freeze?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) It has been decided not to fill up vacancies falling to the direct recruitment quota, to the extent indicated against each, in the following categories; for a period of 2 years:

(i) Clerks in scale Rs. 950—1500 25%

(ii) Senior Clerks in scale Rs. 1200—2040 25%

(iii) Junior Accounts Assistants in scale Rs. 1200—2040 20%

(iv) Accounts Clerks in scale Rs. 950—1500 20%

(b) The Clerical cadre on the railways is a very small fraction of the total cadre. Even in this case, only part of the vacancies, is filled by direct recruitment and the remaining by promotion on which there is no freeqing. Even in this Direct Recruitment Quota, the proposed freezing covers only 25%/20% of such vacancies. Taking these factors into account the impact of the above decision, on the overall employment position in the country would be negligible.

(c) There is no proposal to reduce the number of Railway Recrutiment Boards.

Conversion of railway lines

2192. SHRI RAMDAS AGARWAL: Will the Minister of RAILWAYS be pleased to state:

(a) the progress made with regard to conversion of (i) Delhi-Ahrriedabad via Jaipur from metre gauge line to broad gauge and (ii) Sawai-Madhopur-Jaipur-Phulera-Jodhpur-Jaisalmer line to broad gauge; and

(b) by when the conversion of above lines is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b) (i) Delhi-Ahmedabad Metro Gauge line is proposed to be converted to Broad Gauge during VIII Plan. The section

Delhi-Jaipur has been included in 1992-93 Budget.

(ii) The work on conversion of Sawai Madhopur-Jaipur portion of Sawai Madhopur-Jaipur-Phulera-Jodhpur line to Board Gauge is targetted for completion during 1992-93 and the balance during VIII Plan.

(iii) Jodhpur-Jaisalmer conversion is planned to be taken up during VIII Plan.

Darjeeling Himalayan Railways

2193. SHRI RATNA BAHADUR RAI: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal under Government's consideration to abandon to the Darjeeling Himalayan Railways; and

(b) if so, the reason therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) No, sir.

(b) Does not arise.

Length of the Railway Lines

2194. SHRI RAMA CHANDRAN. PILLAI: Will the Minister of RAILWAYS be pleased to state the length of the Railway lines available for each lakh of population; State-wise and Union Territory-wise?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): The State-wise/ Union Territory-wise details of route kilometres per lakh of population as on 31.3.1991 are as under:—

State/Union Territory Route Kilometres per lakh of population (Provisional)

1	2
1. Andhra Pradesh	7.57
2. Arunachal Pradesh	0.15
3. Assam	11.06
4. Bihar	6.15
5. Goa	6.77
6. Gujarat	12.84
7. Haryana	9.19
8. Himachal Pradesh	5.21
9. Jammu & Kashmir	1.00
10. Karnataka	6.84
11. Kerala	3.39
12. Madhya Pradesh	8.87
13. Maharashtra	6.90
14. Manipur	0.07
15. Meghalaya*	—
16. Mizoram	0.22
17. Nagaland	0.77
18. Orissia	6.35
19. Punjab	10.70
20. Rajasthan	13.28
21. Sikkim	—
22. Tamil Nadu	7.21
23. Tripura	1.63
24. Uttar Pradesh	6.42
25. West Bengal	5.61
Union Territories	
1. Andaman and Nicobar Islands*	—
2. Chandigarh	1.72
3. Dadra & Nagar Haveli	—
4. Daman & Diu	—
5. Delhi	1.79
6. Lakshadweep*	—
7. Pondicherry	3.36

*Represent State/Union Territories having no railway line.

NOTE: Figures computed by taking route kiometrage as on 31.3.1991 and provisional population given in Col. 5 of Statement 1 at page 4 of Paper—2 of 1991—Census of India 1991 (Series-1)

Plan for commercial exploitation of railway land

2195. SHRI SURESH PACHOURI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Government have plans for commeecial exploitation of Railway land in major urban sectors in the country;